

In the Claims:

1. (Original) A method of monitoring a vehicular state comprising bidirectionally exchanging data between a vehicle and at least one device external to the vehicle.

2. (New) A vehicular monitoring method comprising:
transmitting from a vehicle, a data packet including an identification of the vehicle and information relating to a law, safety, traffic management and/or traffic control process, in response to receiving an interrogation signal at the vehicle.

3. (New) A method according to Claim 2:
wherein the interrogation signal includes information to the vehicle and/or a request for information from the vehicle relating to a law, safety, traffic management and/or traffic control process; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication of a value of at least one vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a content of the vehicle, and/or an identity of an occupant of the vehicle that is related to a law, safety, traffic management and/or traffic control process, in response to receiving the interrogation signal at the vehicle.

4. (New) A method according to Claim 2:
wherein transmitting is preceded by receiving a notification signal at the vehicle that includes information to the vehicle and/or a request for information from the vehicle relating to a law, safety, traffic management and/or traffic control process; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication of the value of at least one vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a content of the vehicle, and/or an identity of an occupant of the vehicle that is related to a law, safety, traffic management and/or

traffic control process, in response to receiving the notification signal and the interrogation signal at the vehicle.

5. (New) A method according to Claim 2 wherein transmitting is preceded by:

receiving an interrogation signal at the vehicle.

6. (New) A method according to Claim 2 wherein transmitting comprises:

transmitting from a vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is speeding, is subject to unauthorized use, has not passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, in response to receiving an interrogation signal at the vehicle.

7. (New) A method according to Claim 6 wherein transmitting is preceded by:

receiving at the vehicle, the interrogation signal; and

determining at the vehicle, whether the vehicle is speeding, is subject to unauthorized use, has passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, based upon information provided by the interrogation signal and/or information provided by at least one sensor of the vehicle.

8. (New) A method according to Claim 2:

wherein transmitting is preceded by receiving at the vehicle, a notification signal;

wherein transmitting also is preceded by receiving an interrogation signal at the vehicle; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is speeding, is subject to unauthorized use, has not passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, in response to receiving the notification signal and the interrogation signal at the vehicle.

9. (New) A method according to Claim 2:

wherein transmitting is preceded by receiving at the vehicle, a notification signal;

wherein transmitting also is preceded by receiving an interrogation signal at the vehicle;

wherein transmitting also is preceded by determining at the vehicle, whether the vehicle is speeding, is subject to unauthorized use, has passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, based upon information provided by the interrogation signal, notification signal and/or information provided by at least one sensor of the vehicle; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is speeding, is subject to unauthorized use, has not passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, in response to receiving the notification signal and the interrogation signal at the vehicle.

10. (New) A method according to Claim 2 wherein transmitting comprises:

selectively transmitting from the vehicle, a data packet including an identification of the vehicle and an indication that a vehicular state is outside a limit that is related to a law and/or safety and/or an indication of a state of vehicular parameter(s) and/or vehicular content(s) that is related to a law and/or safety, if a vehicular state is outside a limit that is related to a law and/or safety and/or a state of vehicular parameter(s) and/or vehicular content(s) is outside a limit that is related to a law and/or safety, in response to receiving an interrogation signal and/or a notification signal at the vehicle.

11. (New) A method according to Claim 2 wherein the information relating to a law, safety, traffic management and/or traffic control comprises at least one of the following parameters:

- a speed of the vehicle;
- an indication of vehicular position and/or time-of-day;
- an acceleration of the vehicle;
- a speed of the vehicle over a predetermined time interval;
- an acceleration of the vehicle over a predetermined time interval;
- stop sign data;
- traffic light data;
- left- or right-turn data;
- vehicle distress status;
- vehicle theft status;
- sobriety status of an operator of the vehicle;
- data relating to vehicular content(s) and/or occupant(s);
- seat belt status; and/or
- vehicle inspection status.

12. (New) A method according to Claim 5 wherein receiving an interrogation signal at the vehicle comprises:

receiving an interrogation signal that includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

13. (New) A method according to Claim 2, wherein transmitting is followed by:

receiving confirmation that the data packet that was transmitted has been received.

14. (New) A method according to Claim 13 wherein the interrogation signal includes an interrogator identification and wherein receiving is followed by:

refraining from transmitting from the vehicle, the data packet, in response to receiving subsequent interrogation signals that include the interrogator identification, at the vehicle, within a predefined time and/or distance traveled by the vehicle since receiving confirmation at the vehicle.

15. (New) A method according to Claim 4 wherein receiving a notification signal at the vehicle is followed by:

transmitting at least one message from the vehicle before the interrogation signal is received at the vehicle.

16. (New) A method according to Claim 2 wherein the data packet further comprises at least one of the following:

- a theft state of the vehicle;
- a distress state of the vehicle; and/or
- a message from an occupant of the vehicle.

17. (New) A method according to Claim 2 wherein the interrogation signal further comprises at least one of the following:

- road, traffic, safety and/or accident information;
- weather information;
- vehicular theft information;

broadcast information;
commercial information; and/or
a personal message.

18. (New) A method according to Claim 4 wherein the notification signal further comprises at least one of the following:

road, traffic, safety and/or accident information;
weather information;
vehicular theft information;
broadcast information;
commercial information; and/or
a personal message.

19. (New) A method according to Claim 2:

wherein transmitting is preceded by receiving a notification signal at the vehicle, that includes identifications of stolen vehicles; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is included in the identifications of stolen vehicles, in response to receiving the notification signal and the interrogation signal at the vehicle.

20. (New) A method according to Claim 19 wherein receiving a notification signal at the vehicle that includes identifications of stolen vehicles is performed while the vehicle is stopped at a traffic light.

21. (New) A method according to Claim 5 wherein the interrogation signal is received over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet is transmitted over the selected frequency and/or code in the set of frequencies and/or codes.

22. (New) A method according to Claim 15 wherein transmitting a message from the vehicle is performed at least twice over different frequencies and/or

codes in a set of frequencies and/or codes before the interrogation signal is received at the vehicle.

23. (New) A method according to Claim 22 wherein the interrogation signal is received over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet is transmitted over the selected frequency and/or code in the set of frequencies and/or codes.

24. (New) A method according to Claim 2:
wherein transmitting is preceded by receiving a notification signal at the vehicle, that includes an indication of a state of a traffic light; and
wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication of a state of a traffic light, in response to receiving the notification signal and the interrogation signal at the vehicle.

25. (New) A method according to Claim 2:
wherein transmitting is preceded by receiving a notification signal at the vehicle, that includes an indication that a stop sign is proximate to the vehicle;
wherein transmitting also is preceded by receiving an interrogation signal at the vehicle;
wherein transmitting also is preceded by determining, at the vehicle, a minimum velocity attained by the vehicle and/or whether the vehicle has stopped over a predetermined time interval and/or distance traveled by the vehicle relative to a time of reception of the notification and/or interrogation signal at the vehicle; and
wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle has not stopped and/or an indication of the minimum velocity attained by the vehicle, or that the vehicle has stopped, in response to receiving the notification signal and the interrogation signal at the vehicle.

26. (New) A method according to Claim 2 wherein transmitting is preceded by:

receiving a first notification signal at the vehicle, that indicates that the vehicle is approaching a traffic light set;

receiving a second notification signal at the vehicle, that indicates a state of a traffic light assembly; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that indicates whether a traffic light state has been violated by the vehicle, in response to receiving the interrogation signal at the vehicle.

27. (New) A method according to Claim 26:

wherein the first notification signal further comprises an identification of a traffic light set and/or an identification of a frequency and/or code for the second notification signal;

wherein the second notification signal comprises an identification of a traffic light assembly as pertaining to a left turn, a right turn or straight, and a state of the traffic light assembly; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that indicates that the vehicle has violated a traffic light assembly state, in response to receiving the interrogation signal at the vehicle.

28. (New) A method according to Claim 2 wherein transmitting is preceded by:

receiving a first notification signal at the vehicle, that indicates that the vehicle is approaching a traffic light set;

receiving a second notification signal at the vehicle, that indicates a state of a traffic light assembly; and

receiving an interrogation signal at the vehicle; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that

indicates a state of a traffic light assembly, in response to receiving the interrogation signal at the vehicle.

29. (New) A method according to Claim 2:

wherein transmitting is preceded by activating a transmitter on the vehicle manually and/or remotely; and

wherein transmitting is performed using the transmitter that is activated, in response to receiving an interrogation signal at the vehicle.

30. (New) A method according to Claim 29 wherein activating is performed by an owner of the vehicle, an insurance agency associated with the vehicle and/or by a governmental agency.

31. (New) A method according to Claim 2 wherein transmitting is preceded by:

confirming that transmitting from the vehicle and/or receiving at the vehicle is not impaired by an equipment malfunction and/or interference.

32. (New) A vehicular monitoring method comprising:

transmitting to a vehicle, a data packet including information to the vehicle and/or a request for information from the vehicle relating to a law, safety and/or traffic management and/or control.

33. (New) A method according to Claim 32 further comprising:

receiving from the vehicle, a data packet including an identification of the vehicle and an indication of a value of at least one vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a content of the vehicle, an identity of an occupant of the vehicle, an indication that the vehicle is engaged and/or may potentially become engaged in unlawful activity and/or an indication of compliance or non-compliance of the vehicle relating to a law, safety and/or traffic management and/or traffic control process.

34. (New) A method according to Claim 33 wherein the following is performed prior to receiving:

transmitting to the vehicle, an interrogation signal that instructs the vehicle to transmit the data packet including an identification of the vehicle and an indication that the vehicle is non-compliant with a law and/or safety and/or to transmit a state of vehicular parameters and/or a state of vehicular content(s) that is at least partially non-compliant with a law and/or safety, if a vehicular state and/or a state of vehicular content(s) is at least partially non-compliant with a law and/or safety, or an interrogation signal that instructs the vehicle to transmit the data packet including at least an identification of the vehicle and at least one vehicular parameter that is related to a law, safety and/or a traffic management and/or control process independent of any vehicular law compliance and/or non-compliance state of the vehicle.

35. (New) A method according to Claim 33 wherein receiving comprises: receiving from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is speeding.

36. (New) A method according to Claim 35 wherein transmitting comprises:

transmitting to the vehicle, a data packet that includes an indication of a speed limit.

37. (New) A method according to Claim 36:

wherein transmitting comprises transmitting to the vehicle, a data packet that includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

38. (New) A method according to Claim 32 wherein the information that is related to a law, safety and/or a request for information from the vehicle related to a law, safety and/or traffic management and/or control comprises at least one of the following:

a speed limit;

- a message to an occupant of the vehicle
- position information;
- time-of-day information;
- traffic information;
- alternate route information;
- weather information;
- emergency information;
- unauthorized use of a vehicle information;
- a request of information related to a vehicular state;
- a request of information related to a state of a vehicular content;
- a signal that may be used by the vehicle to control its motion;
- stop sign data; and/or
- traffic light data.

39. (New) A method according to Claim 33, wherein receiving is followed by:

transmitting a confirmation to the vehicle that the data packet that was received from the vehicle has been received.

40. (New) A method according to Claim 33 wherein the data packet that is received further comprises at least one of the following:

- a theft status of the vehicle;
- information relating to a state of the vehicle;
- information relating to a velocity and/or acceleration of the vehicle;
- information relating to a state of an occupant of the vehicle;
- information relating to an occupant and/or other contents of the vehicle;
- a distress status of the vehicle; and/or
- a message from an occupant of the vehicle.

41. (New) A method according to Claim 32 wherein the data packet further comprises at least one of the following:

- road, traffic and/or accident information;

emergency information;
weather information;
vehicular theft information;
commercial information; and/or
a personal message.

42. (New) A method according to Claim 32 wherein transmitting comprises transmitting to the vehicle, a data packet including identifications of stolen vehicles.

43. (New) A method according to Claim 42 wherein transmitting to the vehicle, a data packet that includes identifications of stolen vehicles, is performed while the vehicle is stopped at a traffic light.

44. (New) A method according to Claim 34 wherein the interrogation signal is transmitted over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet including an identification of the vehicle and an indication of a state of the vehicle and/or a state of a vehicular content is received over the selected frequency and/or code in the set of frequencies and/or codes.

45. (New) A method according to Claim 32:
wherein transmitting comprises transmitting to the vehicle, a data packet that includes an indication of a state of a traffic light assembly; and
wherein transmitting is followed by receiving from the vehicle, a data packet including an identification of the vehicle and an indication of a state of a traffic light assembly.

46. (New) A method according to Claim 32:
wherein transmitting comprises transmitting a notification signal to the vehicle, that includes the data packet that includes an indication that a stop sign is proximate to the vehicle, and wherein transmitting is followed by:

transmitting an interrogation signal to the vehicle; and
receiving from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle has not stopped over an interval of time and/or distance and/or an indication of a velocity state of the vehicle over the interval of time and/or the distance.

47. (New) A method according to Claim 32:

wherein the data packet indicates a state of a traffic light assembly and wherein transmitting is preceded by transmitting a first notification signal to the vehicle, that indicates that the vehicle is approaching a traffic light set; and

wherein transmitting is followed by:

transmitting an interrogation signal to the vehicle; and

receiving from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that indicates whether the vehicle has violated a traffic light command.

48. (New) A method according to Claim 47:

wherein the first notification signal further comprises an identification of a traffic light configuration and/or an identification of a transmitting frequency and/or code of a data packet to the vehicle; and

wherein the data packet to the vehicle comprises an identification of a traffic light assembly as pertaining to a left turn, a right turn or straight, and a state of a traffic light assembly.

49. (New) A method according to Claim 32:

wherein transmitting is preceded by transmitting a first notification signal to the vehicle, that indicates that the vehicle is approaching a traffic light configuration; and

wherein transmitting is followed by:

transmitting an interrogation signal to the vehicle; and

receiving from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that indicates a state of a traffic light assembly.

50. (New) A vehicular monitoring system comprising:

a vehicle transponder, that is configured to mount in a vehicle and is further configured to transmit a data packet including an identification of the vehicle and an indication of at least one parameter of the vehicle, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a vehicular content and/or an identity of a vehicular occupant that is related to a law, safety, traffic management and/or traffic control, in response to receiving an interrogation signal.

51. (New) A system according to Claim 50:

wherein the interrogation signal includes an indication of at least one parameter and/or a request for information relating to a vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of the vehicle, an identity of a content of the vehicle and/or an identity of an occupant of the vehicle relating to a law, safety, traffic management and/or traffic control; and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication that the vehicle is compliant or non-compliant with the parameter that is related to the law and/or provides other information that is related to a law, safety and/or traffic management and/or control, in response to receiving the interrogation signal.

52. (New) A system according to Claim 50:

wherein the vehicle transponder is further configured to receive a notification signal that includes an indication of information and/or a request for information that is related to a law, safety and/or a traffic management and/or control process; and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication

that the vehicle is compliant or non-compliant with the indication of information and/or information that is related to the request for information, in response to receiving the notification signal and the interrogation signal.

53. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to receive an interrogation signal.

54. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication that the vehicle is speeding, in response to receiving an interrogation signal that includes an indication of a speed limit.

55. (New) A system according to Claim 54 wherein the vehicle transponder is further configured to:
receive the interrogation signal that includes an indication of a speed limit; and
calculate whether the vehicle is speeding based upon the indication of a speed limit and an indication of a speed of the vehicle.

56. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to:
receive a notification signal that includes an indication of a speed limit; and
receive an interrogation signal;
wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication that the vehicle is speeding, in response to receiving the notification signal and the interrogation signal.

57. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to:
receive a notification signal that includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect;

receive an interrogation signal; and
calculate whether the vehicle is speeding, based on the indication of a speed limit and an indication of a speed of the vehicle; and
wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication that the vehicle is speeding, in response to receiving the notification signal and the interrogation signal.

58. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to transmit by selectively transmitting a data packet including an identification of the vehicle and an indication that the vehicle is in non-compliance with a parameter and/or a state that is related to a law and/or safety, if the vehicle is in non-compliance with the parameter and/or the state that is related to the law and/or safety, in response to receiving an interrogation signal.

59. (New) A system according to Claim 50 wherein the at least one parameter of the vehicle that is related to a law comprises at least one of the following parameters:

- a speed of the vehicle;
- stop sign data;
- turn signal indicator status;
- a state of vehicular content(s);
- traffic light data;
- seat belt status; and/or
- vehicle inspection status.

60. (New) A system according to Claim 53 wherein the vehicle transponder is further configured to receive an interrogation signal by receiving an interrogation signal that includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

61. (New) A system according to Claim 50, wherein the vehicle transponder is further configured to receive confirmation that the data packet that was transmitted has been received.

62. (New) A system according to Claim 61 wherein the interrogation signal includes an interrogator identification and wherein the vehicle transponder is further configured to refrain from transmitting the data packet in response to receiving subsequent interrogation signals that include the interrogator identification, within a predefined time interval and/or distance traveled by the vehicle relative to the time of receiving the confirmation by the vehicle transponder.

63. (New) A system according to Claim 52 wherein the vehicle transponder is further configured to transmit a message from the vehicle until the interrogation signal is received.

64. (New) A system according to Claim 50 wherein the data packet further comprises at least one of the following:

- a theft status of the vehicle;
- a velocity and/or an acceleration of the vehicle;
- a sobriety state of the operator of the vehicle;
- a state of the vehicle and/or a state of the occupant(s) of the vehicle;
- information related to the occupant(s) and/or content(s) of the vehicle;
- a request for information;
- a distress status of the vehicle and/or an occupant of the vehicle; and/or
- a message from an occupant of the vehicle.

65. (New) A system according to Claim 50 wherein the interrogation signal further comprises at least one of the following:

- road, traffic and/or accident information;
- weather information;
- safety information;
- vehicular theft information;

a request for information related to a vehicular parameter and/or state;
a request for information related to the content(s) of a vehicle;
a request for information related to the occupant(s) of the vehicle;
a request for information related to a sobriety state of the operator of a vehicle;
commercial information; and/or
personal messages.

66. (New) A system according to Claim 52 wherein the notification signal further comprises at least one of the following:

road, weather, traffic, alternate route, safety, emergency, accident information,
a signal for determining and/or adjusting a trajectory and/or position of the vehicle;
and/or
vehicular theft information.

67. (New) A system according to Claim 50:

wherein the vehicle transponder is further configured to receive a notification signal at the vehicle that includes identifications of stolen vehicles; and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication that the vehicle is included in the identifications of stolen vehicles, in response to receiving the notification signal and the interrogation signal.

68. (New) A system according to Claim 67 wherein the vehicle transponder is further configured to receive a notification signal that includes identifications of stolen vehicles while the vehicle is stopped at a traffic light.

69. (New) A system according to Claim 53 wherein the vehicle transponder is configured to receive the interrogation signal over a selected frequency and/or code in a set of frequencies and/or codes and wherein the vehicle transponder is configured to transmit the data packet over the selected frequency and/or code in the set of frequencies and/or codes.

70. (New) A system according to Claim 63 wherein the vehicle transponder is configured to transmit the message at least twice over different frequencies and/or codes in a set of frequencies and/or codes until and/or after the interrogation signal is received at the vehicle.

71. (New) A system according to Claim 70 wherein the vehicle transponder is further configured to receive the interrogation signal over a selected one of the different frequencies and/or codes in a set of frequencies and/or codes and wherein the vehicle transponder is further configured to transmit the data packet over the selected frequency and/or code in the set of frequencies and/or codes.

72. (New) A system according to Claim 50:
wherein the vehicle transponder is further configured to receive a notification signal at the vehicle that includes an indication of a state of a traffic light assembly;
and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and an indication of a state of a traffic light assembly, in response to receiving the notification signal and the interrogation signal.

73. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to:

receive a notification signal that includes an indication that a stop sign is proximate to the vehicle;

receive an interrogation signal; and

determine a velocity measure of the vehicle over a predetermined time interval and/or whether the vehicle has stopped over the predetermined time interval and/or a predetermined distance traveled by the vehicle; and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and the velocity measure of the vehicle over the predetermined time interval and/or an indication that the vehicle has stopped or not stopped over the predetermined time interval and/or

predetermined distance traveled by the vehicle, in response to receiving the notification signal and the interrogation signal.

74. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to:

- receive a first notification signal that indicates that the vehicle is approaching a traffic light configuration;

- receive a second notification signal that indicates a state of a traffic light assembly;

- determine whether a traffic light command violation occurred based on the state of a traffic light assembly in the second notification signal; and

- receive an interrogation signal; and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet including an identification of the vehicle and at least one other parameter that indicates whether a traffic light command has been violated, in response to receiving the interrogation signal.

75. (New) A system according to Claim 74:

- wherein the first notification signal further comprises an identification of a traffic light set and an identification of the second notification signal;

- wherein the second notification signal comprises an identification of a traffic light assembly as pertaining to a left turn, a right turn or straight, and a state of a traffic light assembly;

- wherein the vehicle transponder is further configured to determine if a traffic light command violation occurred; and

- wherein the vehicle transponder is configured to transmit by transmitting a data packet including an identification of the vehicle and at least one other parameter that indicates that a traffic light command violation occurred, in response to receiving the interrogation signal.

76. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to:

receive a first notification signal that indicates that the vehicle is approaching a traffic light configuration;

receive a second notification signal that indicates a state of a traffic light assembly; and

receive an interrogation signal; and

wherein the vehicle transponder is configured to transmit by transmitting a data packet including an identification of the vehicle and at least one other parameter that indicates a state of a traffic light, in response to receiving the interrogation signal.

77. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to allow activation and/or de-activation thereof manually and/or remotely by an owner of the vehicle, an officer of the law, an insurance company and/or by a governmental agency.

78. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to confirm that transmitting and/or receiving is operative and/or is not being interfered with before transmitting.

79. (New) A vehicular monitoring system comprising:
an interrogator that is configured to be mounted proximate to a roadway, in a law enforcement vehicle, proximate to and/or in a harbor or airport, proximate to and/or on a building, bridge, monument and/or other infrastructure and/or in a vehicle that transports an ensemble of units; the interrogator being further configured to transmit an interrogation signal that includes an indication of at least one parameter that is related to a law and/or safety, a request for information in accordance with and/or related to compliance or non-compliance with a law and/or safety, a request of information related to the content(s) of a vehicle and/or a unit, a request of information in accordance with and/or related to a traffic management and/or control process and/or to transmit information to a vehicle; and

wherein the interrogator is further configured to receive, a data packet including an identification of a vehicle and/or unit and an indication that the vehicle and/or unit is in compliance or in non-compliance with a law and/or safety, a

vehicular and/or unit state that is related to compliance or non-compliance with a law and/or safety, a state of vehicular and/or unit content(s) that is related to compliance or non-compliance with a law and/or safety and/or information relating to traffic management and/or control.

80. (New) A system according to Claim 79 wherein the interrogator is further configured to receive by receiving from a vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is speeding.

81. (New) A system according to Claim 80 wherein the interrogator is further configured to transmit by transmitting the interrogation signal that includes an indication of a speed limit.

82. (New) A system according to Claim 79 wherein the interrogation signal includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

83. (New) A system according to Claim 79, wherein the interrogator is further configured to receive a signal indicating that the data packet that was transmitted has been received by a vehicle and/or unit.

84. (New) A system according to Claim 79 wherein the interrogation signal further comprises at least one of the following:
road, traffic, emergency, safety, alternate route and/or accident information;
weather information;
vehicular theft information;
commercial information;
personal messages; and/or
a request of information from a vehicle and/or unit.

85. (New) A system according to Claim 79:
wherein the interrogation signal includes identifications of stolen vehicles; and

wherein the interrogator is further configured to receive by receiving from the vehicle, a data packet including an identification of the vehicle and an indication that the vehicle is included in the identifications of stolen vehicles.

86. (New) A system according to Claim 85 wherein the interrogator is configured to transmit the interrogation signal that includes identifications of stolen vehicles while the vehicle is stopped at a traffic light.

87. (New) A system according to Claim 79 wherein the interrogation signal is transmitted over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet is received over the selected frequency and/or code in the set of frequencies and/or codes.

88. (New) A system according to Claim 79:

wherein the interrogator is further configured to receive by receiving from the vehicle, a data packet including an identification of the vehicle and an indication of a state of a traffic light.

89. (New) A method according to Claim 79:

wherein the interrogator is further configured to receive by receiving from the vehicle, a data packet including an identification of the vehicle and an indication of a vehicular velocity proximate to a stop sign and/or that the vehicle has not stopped proximate to the stop sign.

90. (New) A vehicular monitoring system comprising:

a notifiator that is configured to be mounted proximate to a roadway, on a building and/or other infrastructure, proximate to and/or at a traffic light and/or on a unit that may be transported by a vehicle, the notifiator being further configured to transmit a notification signal that includes an indication of at least one parameter that is related to a law, safety and/or traffic management and/or control.

91. (New) A system according to Claim 90 wherein the notification signal includes an indication of a speed limit and/or an indication of a state and/or the content(s) of the unit.

92. (New) A system according to Claim 90 wherein the notification signal includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

93. (New) A system according to Claim 90 wherein the notification signal further comprises at least one of the following:
road, traffic, safety, emergency and/or accident information; and
vehicular theft information.

94. (New) A system according to Claim 90 wherein the notification signal includes identifications of stolen vehicles.

95. (New) A system according to Claim 94 wherein the notification signal that includes identifications of stolen vehicles is transmitted by a notifiicator that is mounted proximate to or at a traffic light.

96. (New) A system according to Claim 90 wherein the notification signal includes an indication of a state of a traffic light assembly.

97. (New) A system according to Claim 90 wherein the notification signal includes an indication that a stop sign is proximate.

98. (New) A system according to Claim 90 wherein the notifiicator is further configured to transmit by:
transmitting a first notification signal that indicates that the vehicle is approaching a traffic light configuration; and/or
transmitting a second notification signal that indicates a state of a traffic light.

99. (New) A system according to Claim 98:

wherein the first notification signal further comprises an identification of a traffic light set and an identification of a frequency and/or code for a second notification signal; and

wherein the second notification signal comprises an identification of a traffic light as pertaining to a left turn, a right turn or straight, and a state of a traffic light.

100. (New) A method of monitoring a vehicular state relating to a law, safety and/or traffic concern comprising bidirectionally exchanging data between a vehicle and at least one device external to the vehicle.

101. (New) A method according to Claim 100 wherein the at least one device external to the vehicle is proximate to the vehicle and of the order of 100 meters or less from the vehicle.

102. (New) A method according to Claim 100 wherein the at least one device external to the vehicle is distant to the vehicle and of the order of 1000 meters or more from the vehicle.

103. (New) A method according to Claim 102 wherein the at least one device external to the vehicle comprises a satellite and/or a base station.

104. (New) A method of monitoring a vehicular state comprising transmitting data from a vehicle to at least one first device external to the vehicle in response to data received at the vehicle from at least one second device external to the vehicle.

105. (New) A method according to Claim 104 wherein the at least one first device external to the vehicle is proximate to the vehicle and of the order of 100 meters or less from the vehicle and wherein the at least one second device external to the vehicle is distant to the vehicle and of the order of 1000 meters or more from the vehicle.

106. (New) A method according to Claim 105 wherein the at least one second device external to the vehicle comprises a satellite and/or a terrestrial base station.

107. (New) A method according to Claim 104 wherein the at least one first device external to the vehicle is distant to the vehicle and wherein the at least one second device external to the vehicle is proximate to the vehicle.

108. (New) A method according to Claim 107 wherein the at least one proximate device is of the order of 100 meters or less from the vehicle and wherein the at least one distant device is of the order of 1000 meters or more from the vehicle.

109. (New) A method according to Claim 108 wherein the at least one distant device comprises a satellite and/or a base station.

110. (New) A system for monitoring a vehicular state relating to a law, safety and/or traffic concern comprising a transponder that is configured to mount in a vehicle and is further configured to bidirectionally exchange data between the vehicle and at least one device external to the vehicle.

111. (New) A system according to Claim 110 wherein the at least one device external to the vehicle is proximate to the vehicle and of the order of 100 meters or less from the vehicle.

112. (New) A system according to Claim 110 wherein the at least one device external to the vehicle is distant to the vehicle and of the order of 1000 meters or more from the vehicle.

113. (New) A system according to Claim 112 wherein the at least one device external to the vehicle comprises a satellite and/or a base station.

114. (New) A system for monitoring a vehicular state comprising a transponder that is configured to mount in a vehicle and is further configured to transmit data from the vehicle to at least one first device external to the vehicle in response to data received at the vehicle from at least one second device external to the vehicle.

115. (New) A system according to Claim 114 wherein the at least one first device external to the vehicle is proximate to the vehicle and of the order of 100 meters or less from the vehicle and wherein the at least one second device external to the vehicle is distant to the vehicle and of the order of 1000 meters or more from the vehicle.

116. (New) A system according to Claim 115 wherein the at least one second device external to the vehicle comprises a satellite and/or a terrestrial base station.

117. (New) A system according to Claim 114 wherein the at least one first device external to the vehicle is distant to the vehicle and wherein the at least one second device external to the vehicle is proximate to the vehicle.

118. (New) A system according to Claim 117 wherein the at least one proximate device external to the vehicle is of the order of 100 meters or less from the vehicle and wherein the at least one distant device external to the vehicle is of the order of 1000 meters or more from the vehicle.

119. (New) A system according to Claim 118 wherein the at least one distant device external to the vehicle comprises a satellite and/or a base station.

120. (New) A method of monitoring a vehicular state comprising transmitting data from a vehicle to at least one first receiving device external to the vehicle in response to data received at the vehicle from at least one first transmitting device external to the vehicle;

wherein the at least one first transmitting device external to the vehicle receives data from at least one second transmitting device external to the vehicle; and

wherein the at least one first receiving device external to the vehicle transmits data to at least one second receiving device external to the vehicle.

121. (New) A method according to Claim 120 wherein the at least one second transmitting device external to the vehicle and/or the at least one second receiving device external to the vehicle comprises a satellite and/or a base station.

122. (New) A method according to Claim 120 wherein the at least one second transmitting device external to the vehicle and/or the at least one second receiving device external to the vehicle communicate(s) with at least one third device external to the vehicle.

123. (New) A method according to Claim 122 wherein the at least one third device external to the vehicle comprises at least one computing and/or processing unit.

124. (New) A system for monitoring a vehicular state comprising:
at least one first transmitting device external to a vehicle;
at least one second transmitting device external to the vehicle;
at least one first receiving device external to the vehicle;
at least one second receiving device external to the vehicle;
a transponder that is configured to mount in the vehicle and is further configured to transmit data from the vehicle to the at least one first receiving device external to the vehicle in response to data received at the vehicle from the at least one first transmitting device external to the vehicle;

wherein the at least one first transmitting device external to the vehicle is configured to receive data from the at least one second transmitting device external to the vehicle; and

wherein the at least one first receiving device external to the vehicle is configured to transmit data to the at least one second receiving device external to the vehicle.

125. (New) A system according to Claim 124 wherein the at least one second transmitting device external to the vehicle and/or the at least one second receiving device external to the vehicle comprise(s) a satellite and/or a base station.

126. (New) A system according to Claim 124 further comprising at least one third device external to the vehicle, wherein the at least one second transmitting device external to the vehicle and/or the at least one second receiving device external to the vehicle communicate(s) with the at least one third device external to the vehicle.

127. (New) A system according to Claim 126 wherein the at least one third device external to the vehicle comprises at least one computing and/or processing unit.

128. (New) A method of traffic control comprising using a state and/or an identity of a vehicle to alter a state and/or a time interval associated with a traffic light.

129. (New) A system for controlling traffic comprising a controller that is configured to use a state and/or an identity of a vehicle to alter a state and/or a time interval associated with a traffic light.

130. (New) A method of storing and/or retrieving data relating to a law, safety, a state of a vehicle and/or an occupant of the vehicle in/from the vehicle comprising exchanging data between a device external to the vehicle and the vehicle.

131. (New) A system for storing and/or retrieving data relating to a law, safety, a state of a vehicle and/or an occupant of the vehicle in/from the vehicle comprising exchanging data between a device external to the vehicle and the vehicle.

132. (New) A method of monitoring a vehicular state comprising bidirectionally exchanging data between a vehicle and at least one device external to the vehicle responsive to the vehicle and/or a content thereof having violated an aspect of a law and/or safety.

133. (New) A method of monitoring a vehicular state comprising bidirectionally exchanging data between a vehicle and at least one device external to the vehicle responsive to a traffic control command.

134. (New) A system for monitoring a vehicular state comprising a transponder that is configured to mount in a vehicle and is further configured to bidirectionally exchange data between a vehicle and at least one device external to the vehicle responsive to the vehicle and/or a content thereof having violated an aspect of a law and/or safety.

135. (New) A system for monitoring a vehicular state comprising a transponder that is configured to mount in a vehicle and is further configured to bidirectionally exchange data between a vehicle and at least one device external to the vehicle responsive to a traffic control command.

136. (New) A method of monitoring a vehicular state and/or a state of a vehicular content comprising relaying data from a first device external to a vehicle to a second device external to the vehicle using a wireless protocol.

137. (New) A system for monitoring a vehicular state and/or a state of a vehicular content comprising relaying data from a first device external to a vehicle to a second device external to the vehicle using a wireless protocol.

138. (New) A method according to Claim 13, wherein receiving confirmation is followed by storing at the vehicle at least one parameter of the data packet that was transmitted, a vehicular state and/or a state of a content of the vehicle.

139. (New) A method according to Claim 4 further comprising:
transmitting at least one message from the vehicle before and after the interrogation signal is received at the vehicle.

140. (New) A method according to Claim 21 wherein the interrogation signal frequency and/or code is specified by a signal transmitted by the vehicle.

141. (New) A method according to Claim 137 wherein the at least one message from the vehicle is transmitted at least twice over different frequencies and/or codes in a set of frequencies and/or codes before the interrogation signal is received at the vehicle and at least twice over different frequencies and/or codes in a set of frequencies and/or codes after the interrogation signal is received at the vehicle.

142. (New) A method according to Claim 23 wherein the interrogation signal frequency and/or code is specified by a signal transmitted by the vehicle.

143. (New) A method according to Claim 2 wherein transmitting is preceded by:

receiving a first notification signal at the vehicle, that indicates that the vehicle is approaching a traffic light set;

receiving a second notification signal at the vehicle, that indicates a state of a traffic light assembly;

determining at the vehicle whether a traffic light violation occurred based on the state of the traffic light assembly and at least one other state of the vehicle; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that

indicates whether a traffic light state has been violated, in response to receiving the interrogation signal at the vehicle.

144. (New) A method according to Claim 143:

wherein the first notification signal further comprises an identification of a traffic light set and an identification of a receiving frequency and/or code for the second notification signal;

wherein the second notification signal comprises an identification of a traffic light assembly as pertaining to a left turn, a right turn or straight, and a state of the traffic light assembly;

determining at the vehicle whether a traffic light violation occurred based on the state of the traffic light assembly and at least one other state of the vehicle; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and at least one other parameter that indicates that a traffic light assembly state violation occurred, in response to receiving the interrogation signal at the vehicle.

145. (New) A method according to Claim 29:

wherein the transmitter that is activated is operatively connected to a GPS-based position determination system at the vehicle; and

wherein transmitting includes a GPS-based position indication of the vehicle, in response to receiving an interrogation signal at the vehicle.

146. (New) A method of monitoring a state of a system relating to a law, safety and/or traffic concern comprising exchanging data between a first device on the system and at least a second device on the system and exchanging data between the first device on the system and at least one device external to the system.

147. (New) A first system for monitoring a state of a second system relating to a law, safety and/or traffic concern comprising exchanging data between a first device configured on the second system and at least one second device

configured on the second system and exchanging data between the first device configured on the second system and at least one device external to the second system and operatively configured to provide information to the first system.

148. (New) A method according to Claim 39, wherein receiving the confirmation is followed by:

storing at the vehicle at least one measure of the data packet that was transmitted from the vehicle and has been received, a state of the vehicle and/or a state of a vehicular content.

149. (New) A method of monitoring a state of an ensemble of units relating to a law, safety and/or traffic concern comprising exchanging data between a first device and at least one second device configured on at least one unit of the ensemble of units and exchanging data between the first device and at least one third device.

150. (New) A system for monitoring a state of an ensemble of units relating to a law, safety and/or traffic concern comprising exchanging data between a first device of the system and at least one second device configured on at least one unit of the ensemble of units and exchanging data between the first device of the system and at least one third device of the system.

151. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to receive a GPS-based position measure of the vehicle and/or a signal for determining and/or controlling a position and/or a trajectory of the vehicle.

152. (New) A system according to Claim 61, wherein the vehicle transponder is further configured to store at the vehicle at least one measure of the data packet that was transmitted from the vehicle and has been received, a state of the vehicle and/or a state of a vehicular content, in response to receiving the confirmation that the data packet that was transmitted has been received.

153. (New) A system according to Claim 52 wherein the vehicle transponder is further configured to transmit a message from the vehicle until and after the interrogation signal is received.

154. (New) A system according to Claim 52 wherein the vehicle transponder is further configured to transmit a message from the vehicle at least twice until the interrogation signal is received.

155. (New) A system according to Claim 52 wherein the vehicle transponder is further configured to transmit a message from the vehicle at least twice until, and at least twice after, the interrogation signal is received.

156. (New) A system according to Claim 52 wherein the vehicle transponder is further configured to transmit a message periodically from the vehicle until and/or after the interrogation signal is received.

157. (New) A system according to Claim 79 wherein the interrogator that is configured on a vehicle that transports an ensemble of units is further configured to exchange data with at least one first transponder on the vehicle and with at least one second transponder on the vehicle; and wherein the at least one first transponder on the vehicle is not associated with any of the units of the ensemble of units that is being transported by the vehicle.

158. (New) A system according to Claim 157 wherein the at least one first transponder on the vehicle that is not associated with any of the units of the ensemble of units that is being transported by the vehicle is further configured to exchange data with an interrogator external to the vehicle that is transporting the ensemble of units.

159. (New) A system according to Claim 124 wherein the at least one first transmitting device external to the vehicle and the at least one first receiving device external to the vehicle are the same device and/or integrated into one unit.

160. (New) A system according to Claim 124 wherein the at least one first transmitting device external to the vehicle and the at least one first receiving device external to the vehicle are co-located and/or proximate.

161. (New) A system according to Claim 124 wherein the at least one second transmitting device external to the vehicle and the at least one second receiving device external to the vehicle are integrated, co-located, part of the same base station and/or part of the same satellite.

162. (New) A system according to Claim 124 further comprising at least one fourth device external to the vehicle, wherein the at least one third device external to the vehicle communicates with the at least one fourth device external to the vehicle.

163. (New) A system according to Claim 162 wherein the at least one fourth device external to the vehicle comprises at least one computing and/or processing unit.

164. (New) A method according to Claim 122 wherein the at least one third device external to the vehicle communicates with at least one fourth device external to the vehicle.

165. (New) A method according to Claim 164 wherein the at least one fourth device external to the vehicle comprises at least one computing and/or processing unit.

166. (New) A method according to Claim 120 wherein the at least one first transmitting device external to the vehicle and the at least one first receiving device external to the vehicle are the same device and/or integrated into one unit.

167. (New) A method according to Claim 120 wherein the at least one first transmitting device external to the vehicle and the at least one first receiving device external to the vehicle are co-located and/or proximate.

168. (New) A method according to Claim 120 wherein the at least one second transmitting device external to the vehicle and the at least one second receiving device external to the vehicle are integrated, co-located, part of the same base station and/or part of the same satellite.

169. (New) A method according to Claim 2 wherein transmitting is preceded by:
receiving an interrogation signal and a notification signal at the vehicle.

170. (New) A method according to Claim 169 wherein the interrogation signal and the notification signal are received at the vehicle within a predetermined distance traveled by the vehicle.

171. (New) A system according to Claim 50 wherein the vehicle transponder is further configured to receive an interrogation signal and a notification signal.

172. (New) A system according to Claim 171 wherein the interrogation signal and the notification signal are received by the vehicle transponder within a predetermined distance traveled by the vehicle.

173. (New) A system according to Claim 73 wherein the predetermined time interval and/or the predetermined distance traveled by the vehicle is a time interval and/or distance traveled by the vehicle relative to a time that the notification signal and/or the interrogation signal is received by the vehicle transponder at the vehicle.

174. (New) A system according to Claim 77 wherein remote activation and/or de-activation is performed in response to a signal that is received by the vehicle transponder at the vehicle.

175. (New) A method according to Claim 29 wherein activating is performed in response to a signal that is received at the vehicle.

176. (New) A system according to Claim 96 wherein the notifiicator communicates with a traffic light assembly.

177. (New) A system according to Claim 96 wherein the notifiicator communicates with at least one other notifiicator.

178. (New) A system according to Claim 177 wherein the notifiicator and the at least one other notifiicator are integrated into one unit or proximate to each other.

179. (New) A system according to Claim 178 wherein the notifiicator and the at least one other notifiicator are 10 meters or less from each other.

180. (New) A system according to claim 90 wherein the notifiicator communicates with a base station, a satellite and/or a central processing unit.

181. (New) A system according to claim 180 wherein the notifiicator communicates with a base station, a satellite and/or a central processing unit using a packet data protocol.